



# SYSTEMS ENGINEERING METHODOLOGY FOR FUEL EFFICIENCY AND ITS APPLICATION TO THE FUEL EFFICIENT DEMONSTRATOR (FED) PROGRAM

Paul Luskin – Ricardo, Inc.

13 August 2010

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**GVSETS**

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## Agenda

# SYSTEMS ENGINEERING AND INTEGRATION



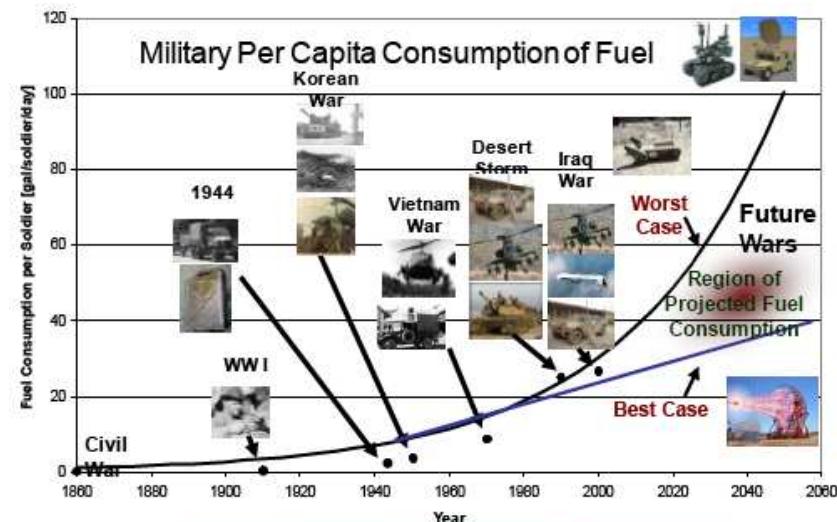
- Fuel Efficient Demonstrator (FED) Program
- Total Vehicle Fuel Economy® process
- Complex Systems Modeling & Simulation
- Results
- Conclusions



# SYSTEMS ENGINEERING AND INTEGRATION

## FED Background

- Initiative by Office of the Secretary of Defense to:
  - Improve vehicle technology to reduce fuel consumption on the battlefield
  - Reduce US dependence on oil



Source: Fuel Efficient ground vehicle Demonstrator (FED)  
Program Overview – FED Team / Carl Johnson – Sept 30, 2008



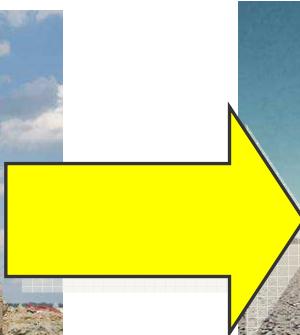
Source: <http://www.army.mil/-news/2009/05/07/20777-army-saves-fuel-and-lives-by-bringing-new-life-to-an-old-technology/>



## FED Objectives

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- To demonstrate a tactical vehicle with significantly greater fuel economy than an M1114 HMMWV while maintaining tactical vehicle capability



**Objective: 30% Fuel  
Economy Improvement**



## Credible & Relevant Demonstrator Platform

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### Fuel Economy:

- 7.5 mpg Composite
  - 12.6 mpg Convoy Escort
  - 7.1 mpg Urban Assault
  - 4.8 mpg Cross Country
  - 0.51 gpm Idle

### Survivability:

- Integral V-hull
- Blast protected seating
- Upgradeable B-kit

### Weight:

- 10,500 lbs VCW (A-kit)
- 15,400 lbs GVW

### Performance:

- 50 mph Speed on 5% Grade
- 30kW Onboard Power

### Mobility:

- 18" Step Climb
- 60% Grade

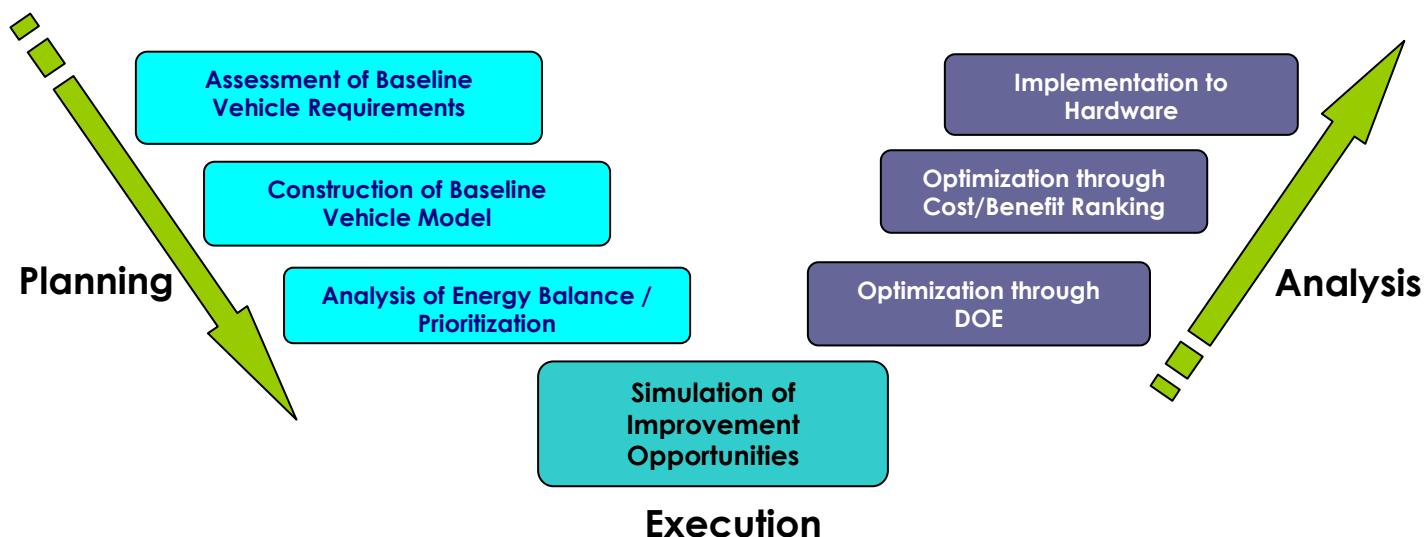
**FED concept meets or exceeds  
M1114 HMMWV capabilities with  
70+% better fuel efficiency**



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## Total Vehicle Fuel Economy®

- A robust process flow with thorough planning and complete analysis of results.
- Successful and risk-managed strategy for product development.



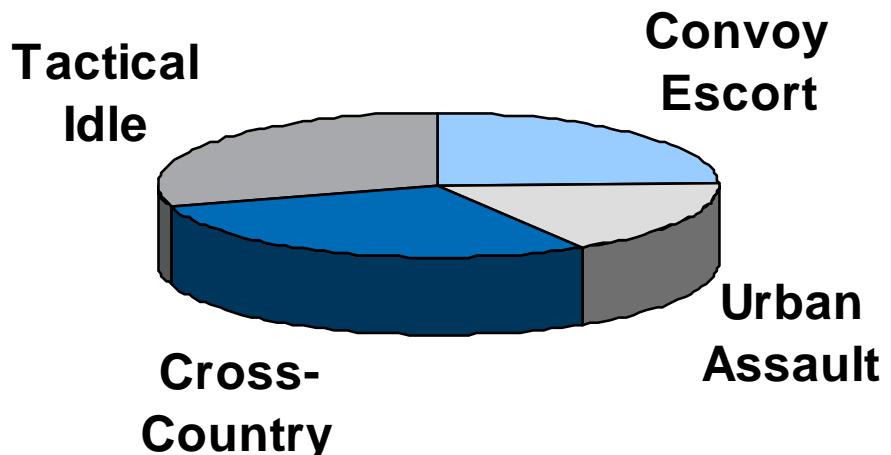


## Usage Profile

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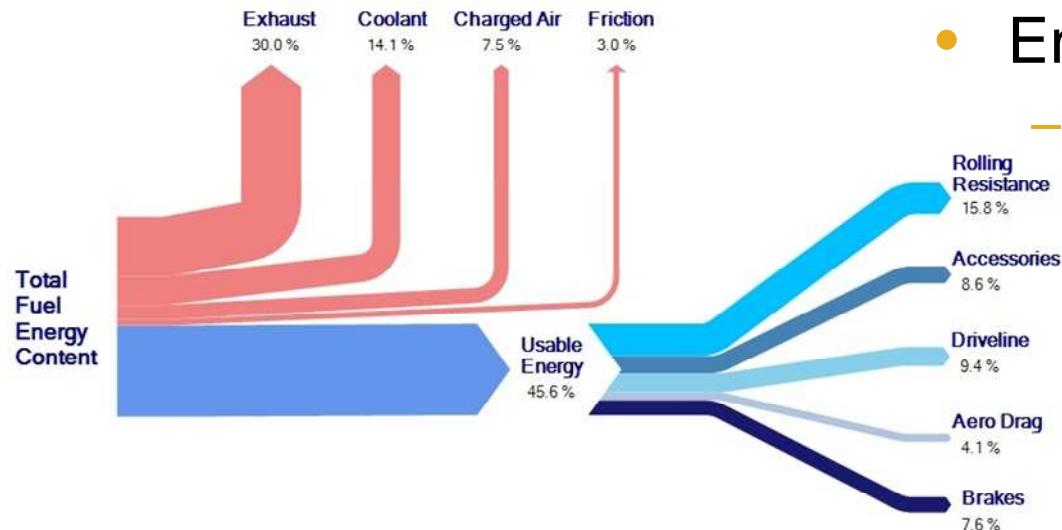
- Unique military drive cycle developed for FED program with government input
- Criteria for quantitatively evaluating design alternatives
- Robust cycle
  - High & Low Speed
  - Flat & Grades
  - On & Off Road
  - Tactical Idle
- Focus on battle space





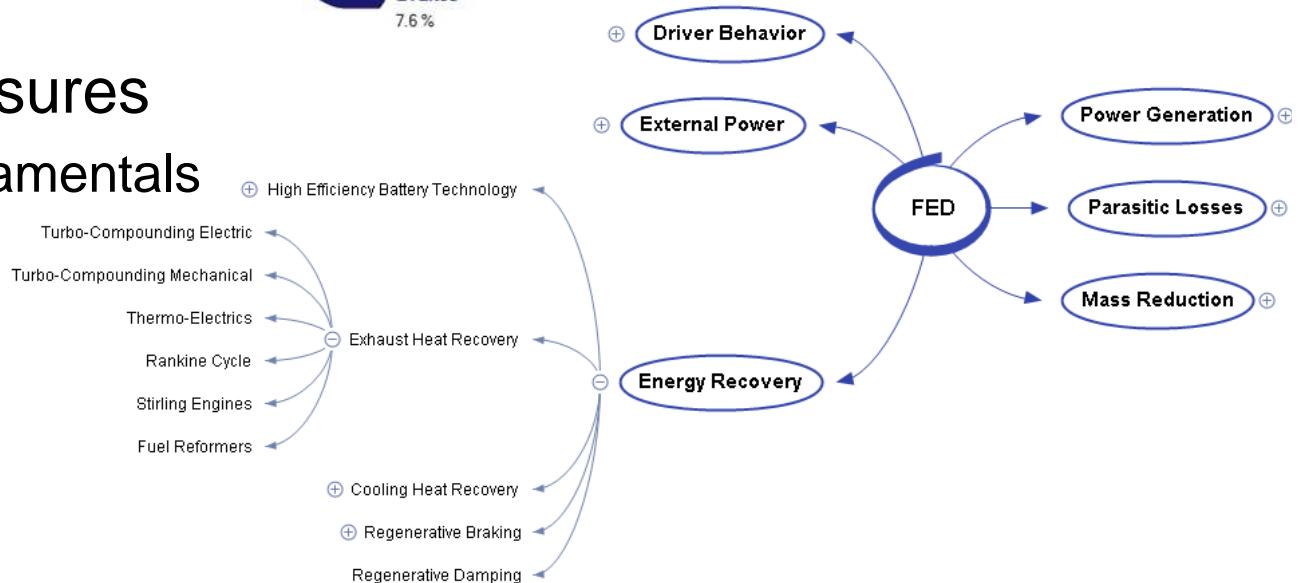
## Prioritization Framework – Total Systems

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- Energy Balance
  - Unique to vehicle & drive cycle

- Efficiency Measures
  - Mapping fundamentals



# Technology Market Survey

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- Outreach efforts prioritized by energy balance results & subject matter expertise
- Opportunities primarily outside defense supply base
- Focus on key subsystem data to support modeling & simulation



**ALCOA**  
★★★  
**DEFENSE**

**AxleTech**  
**International**  
A GENERAL DYNAMICS COMPANY

**KONI**

**AISIN**

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**OSG**

**CVG**  
Commercial Vehicle Group, Inc.

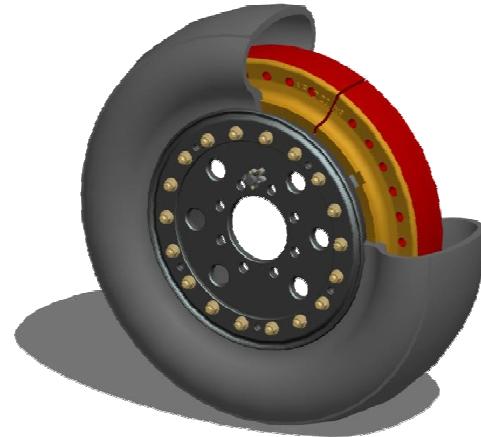


# SYSTEMS ENGINEERING AND INTEGRATION

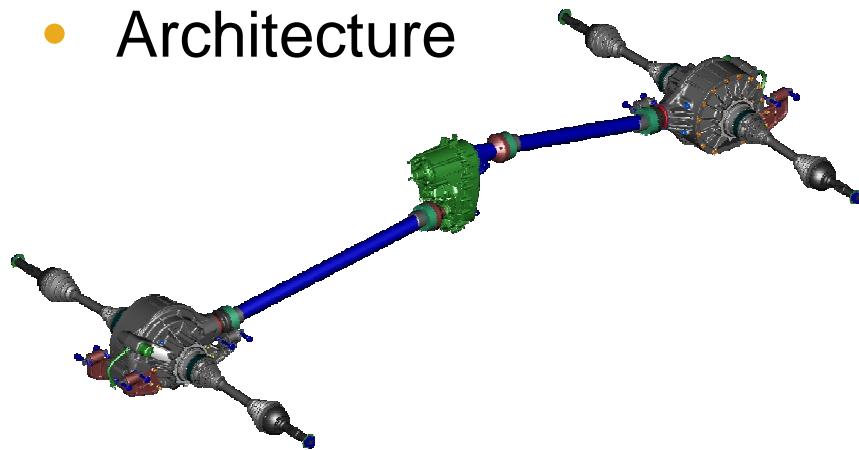


## Leverage for Improvements

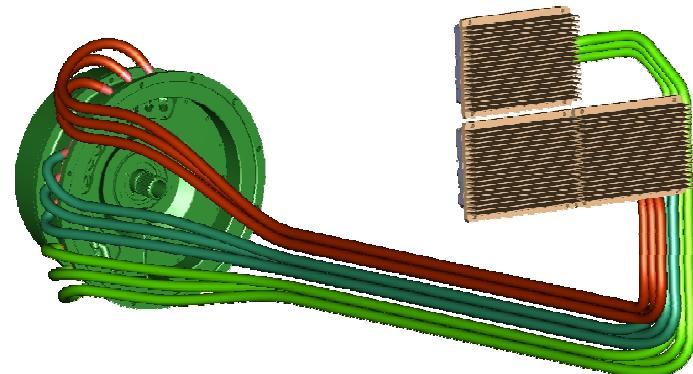
- Requirements



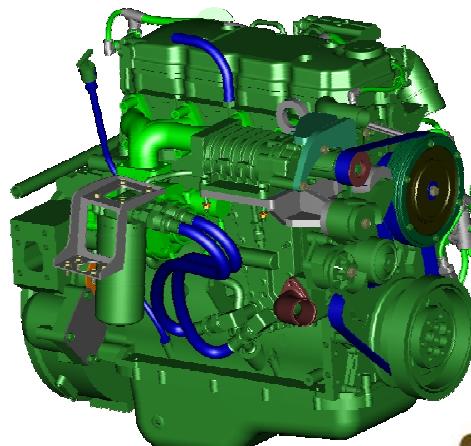
- Architecture



- Technology



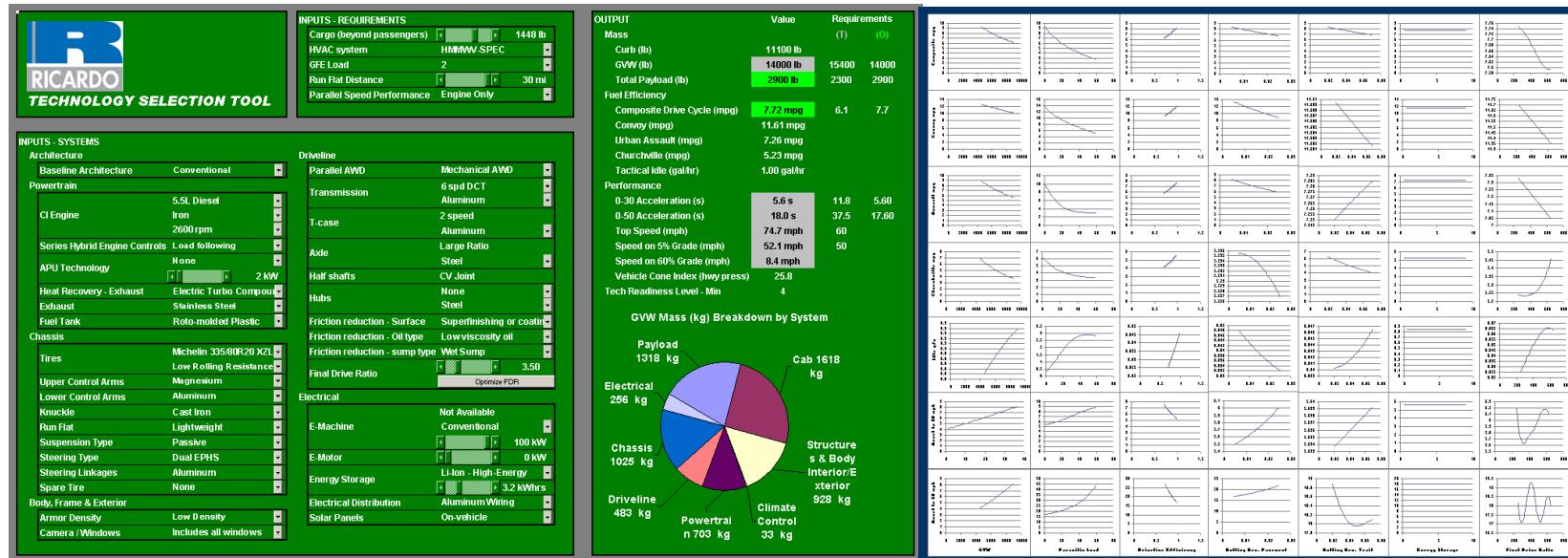
- Specifications



# Complex Systems Decision Tool

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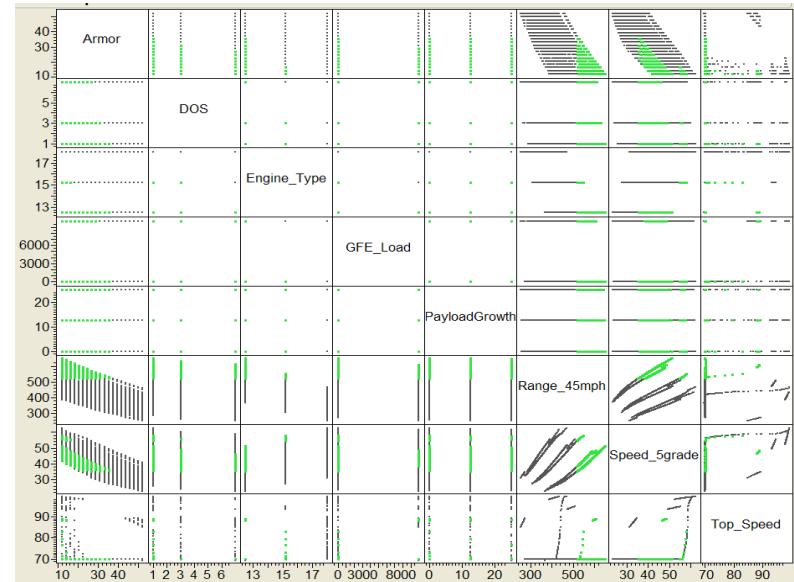
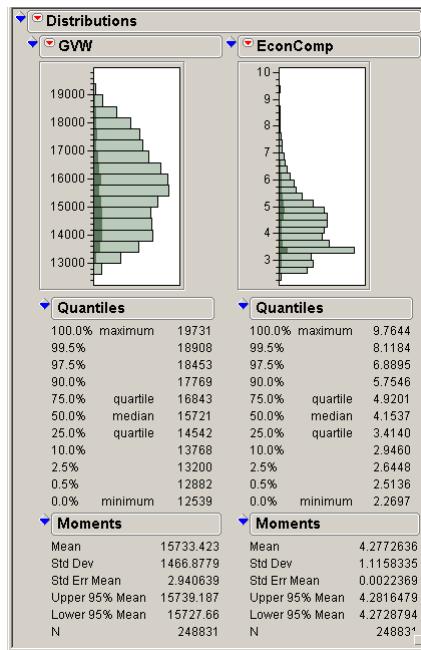
- Surrogate model based technology selection & vehicle performance toolset
  - Supplements traditional M&S tools by integrating them
  - Supports multi-attribute trade-offs
  - Real-time performance prediction & sensitivity



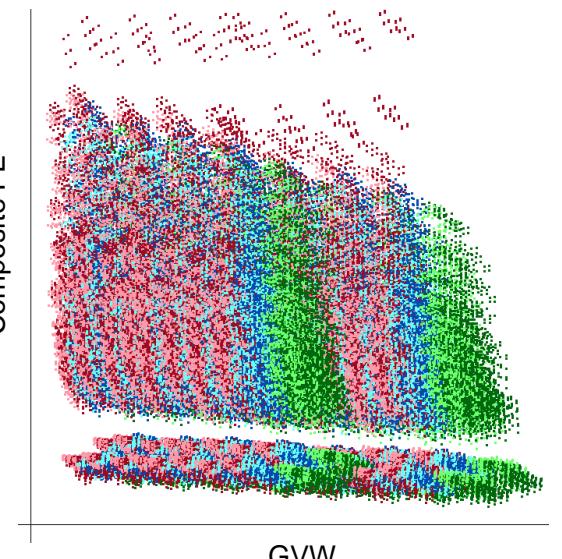
# Design Space Exploration

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- Surrogate models allow simulation of hundreds of thousands of feasible design configurations
  - Trade space definition
  - Filtering according to requirement scenarios
  - Generation of Pareto frontiers



Composite FE



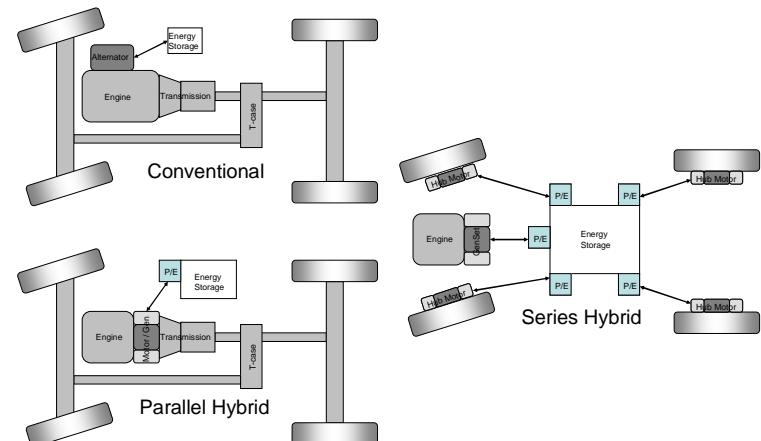


## System Selection

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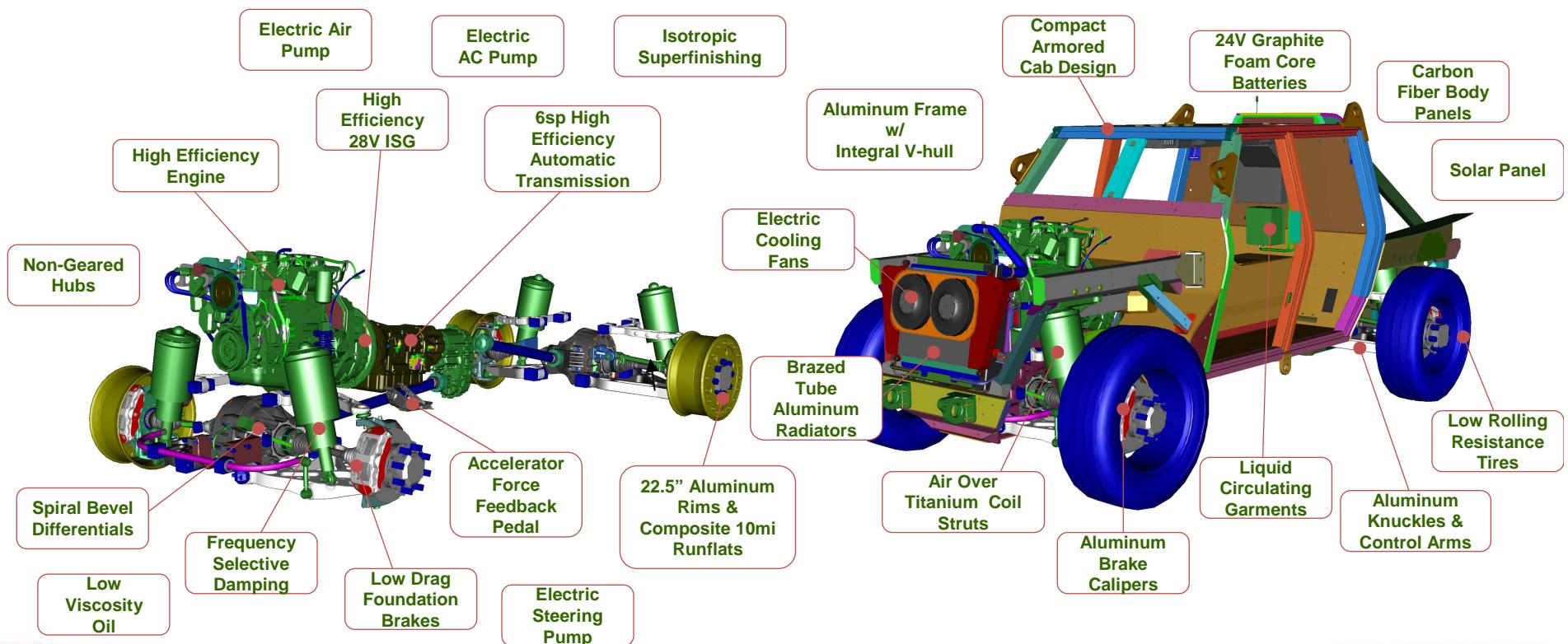
- Pareto optimization
  - No optimal solution, only data driven trade-offs
- Normalization against requirement scenarios
  - Apples to apples comparisons
- Risk management
  - Unique issue for demonstration program
- Baseline concept development
  - Early mitigation of feasibility risks



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## Results

- Predicted 70% efficiency improvement vs M1114
- Roadmap to 110% identified for upgrades
  - Additional improvements outside drive cycle





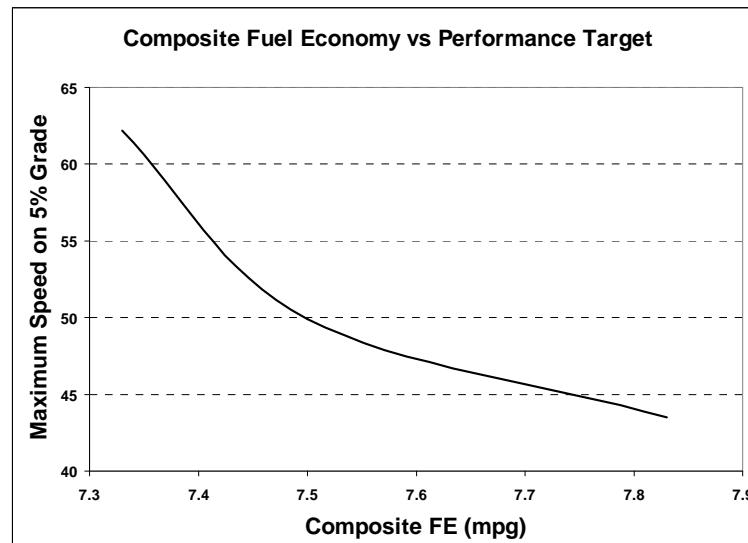
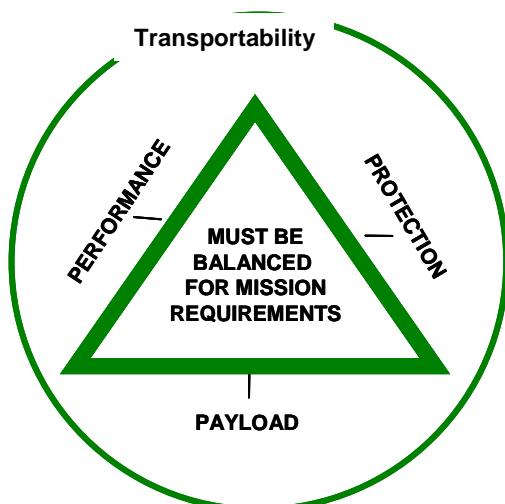
## Conclusions

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- Critical for government staff to understand requirements sensitivities
  - “The realities of system development are that *EVERY requirement has a cost to implement and deliver*. Given limited resources and stakeholder values, bounding the *solution space* requires reconciling the cost of the desired requirements with the available resources.”

Source: Wasson, C. (2006). System Analysis, Design, and Development: Concepts, Principles, and Practices. Hoboken, NJ: John Wiley & Sons, Inc.



Source: <http://contracting.tacom.army.mil/MAJORSYS/JLTV/Day%201%20-200945%20Prog-Over-LTC%20Petermann.ppt>



## Conclusions

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- Feasible solutions are available to address the fuel efficiency of the military ground vehicle fleet
  - Mix of improvements oriented toward both legacy fleets versus ongoing and future programs
  - Focus on relatively low risk solutions
  - More than just technology solutions





Questions?

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